

BURGLAR IN THE PARSONAGE.

TOOK A BATH, A GOOD MEAL, A NEW SUIT AND A HEAVY LOAD OF BOOTS.

The Rev. Clayton Grinnell, pastor of the Emmanuel Baptist Church, Williamsburg, had an interesting experience with one or more decidedly enterprising burglars last Thursday, and the police have been trying to find the intruders ever since, without success.

Mr. Grinnell lives with his family in the parsonage at the rear of the church. The minister and his family were away on a visit on Thursday, and did not return until evening. Then they discovered evidence of intrusion. Lying beside the bathtub was a man's suit of old clothes. The burglar had taken a bath and exchanged his clothes for the best suit in Mr. Grinnell's wardrobe. The latter had likewise been despoiled. Having satisfied his inner wants and improved his personal appearance, the burglar closed the incident by taking the family silver. Mrs. Grinnell's jewelry and other booty, worth close to \$1,000. The police have kept the case quiet, hoping to find the thief. It looked out yesterday. Mr. Grinnell verified the story last night.

W. V. KING SUCCEEDS E. R. POWERS.

MANAGERS OF THE COTTON EXCHANGE ELECT A SUPERINTENDENT.

Colonel William V. King, president of the New-York Cotton Exchange, was elected by the Board of Managers on Thursday to succeed Edward R. Powers, who died on October 27, as superintendent of the Exchange. Colonel King has been a member of the Cotton Exchange since June, 1874. He was a member of the Board of Managers for fourteen years, served as secretary for seven years and was elected president last June. The salary attached to the superintendency has been increased, to take effect on December 1, when Colonel King enters upon his new duties. He will, of course, resign the presidency. Vice-President T. M. Robinson, becoming the acting president, has the provision in the constitution of bylaws for an election to fill a vacancy in the office of president, but it is reported that a petition, which must bear twenty-five signatures, may be presented to the Board of Managers, asking them to call a special meeting of the Exchange for amending the constitution so that a special election for president may be held in the near future. The regular election will take place in June, 1899.

GENERAL GRAHAM SLIGHTLY BETTER.

Dr. Robinson, surgeon at Fort Hamilton, said yesterday that there was a slight change for the better in the condition of Major-General William M. Graham, who is suffering from typhoid pneumonia. Mrs. Graham is at the bedside of her husband.

Eolian Demonstration

Admission free to all.

To-Day, Sat., Nov. 19, 1898, at 3 P. M.

MR. RICHARD ARNOLD,

SOLOIST.

UNKNOWN WONDERS.

Every lover of music is urged to attend these recitals. Excellent soloists are employed and artistic character maintained throughout. But, best of all, your eyes are opened about the Eolian.

To a majority of those who attend for the first time, the performances of the Eolian and the Pianola come like a revelation.

PROGRAM.

1. Overture, Midsummer Night's Dream. Mendelssohn.

2. Scherzo, Op. 10, No. 3, by Chopin. Saint-Saens.

3. Rondo Capriccioso. Liszt.

4. Rigoletto, Paraphrase of Concert. Liszt.

5. Nocturne, from Midsummer Night's Dream. Mendelssohn.

6. Pas des Fleurs. Waltz from "Nights." Delibes.

7. A Legend. Schumann.

8. Overture. Wagner.

9. Hungarian Rhapsody No. 2. Liszt.

Eolian Hall, 18 West 23d St.

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Just east of Broadway.

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21, 34 & 4th Ave. N. at Grand St.

Elegant Carriages

For TOWN AND COUNTRY.

UNEQUALLED ASSORTMENTS

OF HIGHEST GRADE

COMPRISING ALL STYLES.

LOWEST PRICES FOR QUALITY.

A good stock of second hand vehicles, repaired in our own factory for sale at reasonable prices.

CHESTER BILLINGS & SON,

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IMPORTERS OF

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DIAMOND JEWELRY.

58 Nassau St. & 29 Maiden Lane, 22 Holborn Viaduct, NEW YORK, London, E. C.

REED & BARTON,

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FLINT'S FINE FURNITURE

ALASKA CAMPHOR FUR BOXES,

\$8.50.

45 WEST 23RD STREET.

HEALTH AND HAPPINESS

The very most certain of Nervous Debility are

promptly relieved by PERFECTO TABLETS. One

prompt relief is guaranteed. No matter

how long the disease has lasted, or

how severe the symptoms, one box of

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RAILROAD INTERESTS.

ANNUAL REPORT OF THE B. AND O.

GRATIFYING INCREASE IN EARNINGS FROM BOTH PASSENGERS AND FREIGHT.

Baltimore, Nov. 18.—The twenty-second annual report of the president and directors of the Baltimore and Ohio Railroad for the year ending June 30, 1898, was approved by the Board to-day and ordered submitted to the stockholders at their regular annual meeting on November 21.

The income account shows receipts from freight of \$20,000,215.22, an increase of \$1,663,363.35; from passengers, \$2,647,159.01, an increase of \$188,157.09; from mail, \$767,641.41, an increase of \$22,318.90; from express, \$602,331.43, an increase of \$39,929.90; and from miscellaneous sources, such as mileage, \$1,065,438.56, an increase of \$27,196.28. The gross income, therefore, was \$27,722,785.36, an increase of \$2,140,665.35.

The expenditures include general expenses, \$1,568,336.10, an increase of \$75,140.53; conducting transportation, \$11,164,722.11, an increase of \$706,428.09; maintenance of way and structures, \$5,834,244.51, a decrease of \$29,554.75.

The net income from the operations of the property was \$7,446,066.22, an increase of \$1,476,668.02; income from other sources, \$1,017,417.46, a decrease of \$2,239.60. Deducting net earnings of the Washington Branch, \$127,665.98, there is left the available income amounting to \$8,335,767.74, an increase of \$1,777.83.

From the available income is deducted interest on bonded indebtedness, \$3,145,727.41, leaving a balance of \$5,190,040.33, an increase of \$1,767.17. As compared with 1897, the increase in gross earnings was 8.37 per cent; in operating expenses, 1.32 per cent; in net earnings, 35.69 per cent; in earnings from freight, 8.07 per cent; in earnings from passengers, 2.72 per cent; in earnings from mail, 2.99 per cent; in earnings from express, 4.32 per cent; from miscellaneous sources 2.52 per cent.

The ratio of expenses to earnings in 1897 was 78.23 per cent, while in 1898 it was 73.14 per cent, showing the appreciable decrease of 5.09 per cent, ascribed to physical changes, such as the new and larger cars.

The company carried in 1898, 2,386,220 tons of freight, an increase of 2.30 per cent over 1897, an increase of 21.47 per cent. The average earnings per ton, based on exclusive freight, was \$3.52, an increase of 1.14 per cent over 1897. The average earnings a freight-ton mile were \$1.88, an increase of 17.16 per cent, or 13.44 per cent for the six months from January 1, 1898, shows \$3,690,579 tons, or 1,078 tons greater than in 1897.

The gross earnings a mile of road were \$11.91, an increase of \$0.11, or 0.92 per cent. The gross earnings a mile of road were \$10.97, an increase of \$0.09, or 0.82 per cent. The net earnings a mile of road were \$7.71, an increase of \$0.07, or 0.92 per cent.

The general manager's report shows that east of the Ohio River 2,577 tons of pig-iron were rolled in 1898, an increase of 1.14 per cent over 1897. West of the Ohio River 413 tons of new and 1,361 tons of transferred steel rail were laid.

It was learned yesterday that the holders of the first preferred stock of the Baltimore and Ohio would receive \$5 a share for their holdings from the banking firms which are acting as reorganization managers. The Johns Hopkins University, which holds ten thousand shares of the first preferred stock, will thus receive \$50,000 for its interest.

CHESAPEAKE AND OHIO CANAL TO BE SOLD.

STATE OF MARYLAND TO PART WITH ITS INTEREST IN THIS WATERWAY—BALTIMORE AND OHIO MAY ACQUIRE IT.

Baltimore, Nov. 18.—The Board of Public Works today decided to sell all the interest of the State of Maryland in the famous Chesapeake and Ohio Canal. This interest has cost the State in one way or another about \$25,000,000, but its present value is indeterminate, as it is now in the hands of receivers. It is understood that to-day's action was taken for the purpose of enabling the Baltimore and Ohio reorganization managers to obtain a title to the property and to use it in connection with the proposed system. The sale will include all the State's interest in the canal and all that pertains to that public work, contingent, equitable or otherwise, and is intended to divest the State of Maryland entirely of any and every interest that it may have in it.

The Chesapeake and Ohio Canal extends from Georgetown, D. C., along the banks of the Potomac River to Cumberland, in Allegany County. It is an old canal, the original project of which was planned in this country in the early part of the century. It was originally intended that it should extend to the Ohio River at Wheeling, W. Va., and the surveys were made to that point, but the invention of steam railways and the building of the Baltimore and Ohio Railroad have rendered it obsolete.

The canal was for over half a century the main public work of Maryland, and was built almost entirely by the State. It was controlled by a Board of Directors, appointed by the Governor, and its management from its beginning up to the time it went into the hands of the receivers, was in the hands of the State.

It is believed that the Baltimore and Ohio Railroad will, through this proposed sale, acquire the full and clear title to the property, and that it will be improved and made a part of the proposed system, when the reorganization of that corporation is completed. In fact, it is generally understood that the sale of the canal is a part of a plan to have the railroad corporation gain full control of the canal, so that it can never become a competitor for the coal trade of the Western Maryland mines.

For the last twenty years rival corporations have been trying to get control of the canal, so as to build a competing line of railway on the route, but all have failed. Since 1894 it has had the question before it.

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1887—11,894,000

1895—19,526,000

1896—21,978,000

1897—22,585,000

The ever-increasing popularity and the pre-eminence of Apollinaris is clear to all from the foregoing quantities bottled at the Apollinaris Spring, Rhenish Prussia.

THE TIMES, LONDON, speaking of APOLLINARIS, says: These figures are more eloquent than words.

UNITED STATES MARSHAL SLAIN.

ASSASSINATED NEAR HIS HOME IN LOUISIANA—REVENUE THE PROBABLE MOTIVE.

New-Orleans, Nov. 18 (Special).—At Ruston, Lincoln Parish, La., to-day John T. Sizemore, Deputy United States Marshal, was shot and killed near the door of his dwelling and within sight of his wife and children. The assassin was hidden behind a bush, and sent a load of buckshot into his victim, whose attention he had momentarily attracted by an outcry. The marshal died without telling the name of his slayer. The assassin made his escape, and bloodhounds will be put on his trail in the night.

Deputy-Marshal Sizemore had been acting for some months as Chief of Police of Ruston, and was performing his duties when he was shot and killed. Frank Mullins, a notorious criminal, last February. Since that time considerable anxiety has been felt as to the marshal's safety, and his assassination is generally attributed to the feeling aroused among Mullins's following. Mr. Sizemore was popular among the better classes of Ruston, and was considered one of the bravest men in the State in the pursuit of criminals. Short work will be made of the murderer if he is captured, and additional bloodhounds have been sent to Shreveport.

As indicating the liberal view prevailing among the American Commissioners, one of them said to-day that he wished American merchants could be brought to realize the full value of the Canadian goods from the markets of the United States. When the chief result was to force these goods into British markets, where they compete with American goods at a much greater advantage than they could find in the New York and other American markets. In his judgment, it was to the advantage of the United States to compete with Canadian goods on its own grounds, rather than to go across the ocean and meet them in competition.

The Commission held its usual session beginning at 11 o'clock to-day. The meeting was brief, and the Commission adjourned until Tuesday at 11 a. m. The two sides held separate sessions this afternoon, and most of the time until Tuesday will be given to these separate meetings. The only subject considered to-day was reciprocity. It is understood that the item of reciprocity has been receiving special attention, the traffic in horses, cattle, etc., being considerable across the border.

The prospect of an early settlement of the Behring Sea question was improved by the fact that the two officials who have been appraising the value of the Canadian sealing fleet have completed their labors, and are now on their way to Washington.

A PROTEST FROM BOSTON.

Boston, Nov. 18.—The Boston Chamber of Commerce has protested against the part of the International Joint High Commission that is in the continuance of the Canadian bonding privileges. The resolution adopted refers to the present method of permitting freight in railway cars to be sent to Eastern or Western sections of the United States, through Canada and back into the United States, as being of great commercial advantage to many millions of American people, and that for that reason it should be continued by a number of the American trunk-line roads. As it was of immense importance to the general business of the country that a treaty providing for reciprocal trade with Canada should be ratified, therefore it was resolved that the Boston Chamber of Commerce should send a matter of such importance to the treaty which the Joint High Commission has been appointed to frame. A matter of such importance to the treaty which the Boston Chamber of Commerce should send a matter of such importance to the treaty which the Joint High Commission has been appointed to frame.

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ARMY AND NAVY ORDERS.

Washington, Nov. 18.—The following Army and Navy orders have been issued:

ARMY.

Major JOHN W. SUMMERHAY, quartermaster, United States Volunteers, will proceed to Boston, for duty.

First Lieutenant JOHN BAUDER, 24 Illinois Volunteer Infantry, is honorably discharged the service of the United States, to take effect this date.